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ESTABLISHED A.D. 1941.

ALEXANDRA BUILDINGS
Hongkong, 25th December, 1907.

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The Daily Press.

HONGKONG, DECEMBER 27TH, 1907.

Referring to the recent carnival of the Chinese at Hongkong, a missionary refers to China as "the country of paganism." The procession is China's favourite way of marking any event not fitting in the general run of things, as funerals and weddings. This missionary takes a characteristically foreign view of them, and a view quite transparently tinged by his hatred of their "idolrous" tendency. They are "tawdry shows, and reveal a complete lack of taste and refinement," and are marred by "din and noise." Buddhist temple processions are "more noisy and more elaborate than the usual wedding and funeral shows." There is usually an idol, with a band of music as near to "his reverence" as possible. "The superstition behind all this is the hope that in some way the gods will show favour to those who honour them." And then—frankly—"It may be said that idolatry is losing its hold upon the Chinese of Hongkong, and we think that the element of idol worship is reduced to a minimum, even if it is not absent altogether. Probably there is some hope in the minds of the less informed that the gods will be inclined to give blessings; but if this is so, little is made thereof publicly." Of the two big dragons at the Hongkong carnival, he says, they were made for the occasion, and "were certainly the most elaborately prepared that I have ever seen in an experience of many processions in China." There is an

almost cheerful reference to the rain that fell, and "Probably it will be regarded as betokening bad luck that the gods have sent such weather." And there will be a lurking dread in the minds of the more ignorant lest some further trouble should ensue. Not even the object lesson in the evils of opium, which would "probably do good," could overcome this missionary's repugnance to the whole thing, as witness his remarks that "trade and business have been thrown completely out of gear. The love of the picturesque is no doubt a good thing, but perhaps all the better when kept within proper bounds." How very unreasonable an obsession can make an otherwise reasoning intelligence. Such shows are nearly always "tawdry," from the Lord Mayor of London's downwards. The "taste and refinement" of them depends entirely on the point of view, and anyway, the Chinese cannot claim a monopoly of that sort of show. We have seen in various parts of Europe just the same thing, including the tawdriness and even the alleged "idolatry." The very May-day show of the children in some English counties is equally idolrous; the May pole itself is an idolatrous survival. Din and noise is a universal accompaniment of public rejoicing, and the Chinese might conceivably mistake the English hurrah or its "jolly good fellow" chorus as we their cymbals. Even "the hope that in some way the gods will show favour" is not peculiarly Chinese; the consecration ceremonies and surpliced processions elsewhere having precisely the same significance. The "less informed" and "ignorant" sections of the Chinese have their foreign duplicates, who believe that "happy is the bride the sun shines on," et cetera. As to the "lurking dread" of further trouble to ensue, the ignorant Chinese should not really be sneered at, when we have educated foreigners proclaiming from public pulpits that such grim events as the holocaust at the Paris bazaar, the San Francisco earthquake, and great epidemics, were ordained scourges and warnings to humanity. We have yet to learn that the Chinese carnival at Hongkong has left a single echo of anything regrettable, and it is unreasonable to grumble about it as it is to sneer at Chinese superstitions. Until for even their beliefs "more of reverence in us dwell," we are not truly reverent; and it is distinctly tiresome to find our most superstitious of foreigners carping at Oriental superstitions. Will the pot never awake to the silliness of calling the kettle black?

Fourteen gamblers, who were arrested at 82, Ko Shing Street, appeared before Mr. H. H. J. Gompertz at the Police Court yesterday. The two men charged with keeping the game were fined \$10 each, and each of the players was ordered to pay a fine of \$2.

Cham Chu, a coolie employed at the Waterworks, was charged before Mr. F. A. Hazledorn at the Police Court yesterday with obtaining a bribe of \$5. It was proved that the defendant went to house No. 103, Des Vœux Road, Central, and offered to alter the water pipe so that the occupants would be able to get a better supply of water. Yesterday he told his story that the money was given him to buy cement, but as his story was of a different opinion, he sentenced the defendant to three months' imprisonment.

The Chientao affair is reported to have resulted in the recall of the Chinese Consul-General in Seoul, Ma Tingling. Ma has been reproached, says a China paper, because he reported without any foundation to the Waiwpu that Japan had sent a large body of troops to Chientao, while the facts are that Japan had stationed there only fifty guards until the question which has been pending for several months, whether Chientao belongs to China or Korea, is settled. It is reported that Ma will be succeeded in Seoul by Wu Changting, the present Consul-General in Yokohama.

One remarkable fact of the industrial development of the Netherlands Indies is the reluctance of capitalists in Holland to sink money in promising enterprises, not only in Java, but also in Borneo, Sumatra, and other islands. American securities and ventures having the preference. They have, however, just received a sharp lesson in the financial crash which has ruined many of them who chose to take American risks. Cynics say that it serves them right for trusting in American railway shares instead of investing the money in enterprises which would have developed the resources of their Far East Colonies.

The heedlessness of a rich coolie was the cause of an accident to the vehicle of another on Tuesday, and the negligent man appeared before Mr. Gompertz at the Police Court on a charge of obstruction. As Mr. Marican, the cycle agent, was proceeding along Queen's Road near the Hongkong Hotel in a motor car, the defendant dashed across his path to secure a fare, heedless of the loud ringing of the warning bell. This action turned the motor off his course, and in endeavouring to avert a collision he collided with another ricksha and damaged it to the extent of \$3.50. His Worship mulcted the negligent coolie in this amount.

LOCAL SPORT.

CRICKET.

H.K.C.C. V. THE LEAGUE.
Rain threatened a postponement of the annual cricket match between the H.K.C.C. and the combined League team, but fortunately the showers which fell were insufficient to stop the match, although the heavy ground was not conducive to good cricket. The game was won by the Club team who had not completed their second innings when stumps were drawn. The League team batted first, and compiled a total of 160 in the first innings. Wishart, contributing 37 of these, and R. C. Witcomb, who carried his bat, 29. In the second innings Irving was top notcher, compiling 38, out of the total 49 runs scored. Major Lewis was the most successful bowler for the Club, taking twelve wickets in the two overs. Peares 39, and Claxton 34, were highest scorers in the Club's first innings which realised 197 runs. In the second, Makin, not out, contributed a useful 60 while a lion had to his credit the respectable score of 45. In this innings the Club had a total of 159 runs for the loss of four wickets. The most effective bowlers for the League were, Pestonji, 4, Brown 3 and Wishart 3 wickets.

The scores are:—
The League—First innings.
R. O. Hutchison, b. Peares, 42
L. J. Wishart, c. Kriekenbock, b. Lewis, 37
E. Irvine, c. M. Hancock, b. Peares, 29
W. Edwards, c. R. Hancock, b. Lewis, 25
C. S. M. Owen, c. Peares, b. Lewis, 23
Lance Corp. Roberts, c. Turner, b. Lewis, 19
Handman Barton, c. Kriekenbock, b. Lewis, 14
A. C. Claxton, not out, 34
A. O. Brown, b. Peares, 39
R. Pestonji, b. Lewis, 4
J. R. Irvine, c. and b. Peares, 7
Extras, 3
Total, 160

BOWLING ANALYSIS.
O. M. R. W.
Wm. Dixon, 5, 1, 25, 1
A. A. Claxton, 6, 1, 32, 4
A. W. J. Peares, 7, 2, 28, 4
Major Lewis, 14, 2, 54, 6
T. E. Peares, 8, 4, 2, 18, 3

League—Second innings.
L. J. Wishart, c. R. Hancock, b. Lewis, 42
R. O. Hutchison, c. Peares, b. Lewis, 23
E. Irvine, b. Lewis, 23
A. O. Brown, b. Lewis, 23
H. Edwards, run out, 8
C. S. M. Owen, not out, 15
Handman Barton, b. Lewis, 1
R. Pestonji, c. Makin, b. Lewis, 1
J. R. Irvine, b. Dixon, 1
R. Mitchell, c. and b. Peares, 1
R. Mitchell, c. and b. Peares, 1
Extras, 5
Total, 49

BOWLING ANALYSIS.
O. M. R. W.
T. E. Peares, 9, 1, 21, 3
Major Lewis, 12, 4, 21, 3
Wm. Dixon, 3, 2, 2, 1
H.K.C.C.—First innings.
Capt. Kriekenbock, b. Wishart, 28
T. E. Peares, b. Barton, 39
A. A. Claxton, c. Barton, b. Pestonji, 34
W. C. D. Turner, b. Pestonji, 16
E. A. Fowler, c. Wishart, b. Pestonji, 15
Wm. Dixon, b. Pestonji, 4
E. Hancock, c. Substantine, b. Brown, 27
Major Lewis, c. Hutchison, b. Brown, 24
H. Hancock, c. Substantine, b. Irvine, 12
H. R. Makin, not out, 1
A. W. J. Peares, c. Barton, b. Brown, 4
Extras, 4
Total, 197

BOWLING ANALYSIS.
O. M. R. W.
R. C. Witcomb, 11, 1, 38, 1
R. Pestonji, 8, 1, 32, 1
J. R. Irvine, 8, 1, 32, 1
A. O. Brown, 12, 1, 36, 3
Handman Barton, 8, 1, 23, 1
R. O. Hutchison, 1, 1, 23, 0
H.K.C.C.—Second innings.
W. Dixon, c. Edwards, b. Wishart, 43
E. A. Fowler, b. Wishart, 40
H. R. Makin, not out, 60
A. A. Claxton, c. Edwards, b. Wishart, 15
W. C. D. Turner, c. Hutchison, b. Barton, 22
A. J. W. Peares, b. Barton, 0
Capt. Kriekenbock, not out, 4
H. Hancock, Major Lewis, b. Hancock, 1
and T. E. Peares did not bat.
Extras, 10
Total, 159

BOWLING ANALYSIS.
O. M. R. W.
L. J. Wishart, 10, 1, 47, 3
C. S. M. Owen, 3, 1, 43, 3
R. Pestonji, 1, 1, 12, 2
R. O. Hutchison, 4, 1, 37, 1
Handman Barton, 2, 1, 24, 2
J. R. Irvine, 1, 1, 5, 2

YACHTING.

The Corinthian Yacht Club's One Design Class had a special race yesterday (Boxing Day) for a handsome silver cup given by Mr. Fleming of the I.M.C. There was a strong breeze, and the "Asthore" and the "Spray" crossed the line together, with the "Gael" and "Ariel" about a length behind. The "Asthore" established a lead when past the Wharf, and led all the way. The "Gael" took the Kowloon shore course and at one time seemed to have advantaged thereby but the boats finished in the order named.

Times were:—
"Asthore" ... 26 50
"Spray" ... 27 50
"Gael" ... 31 40
"Ariel" ... (time not taken)

The Club Pavilion, ornately decorated for the holidays, was subsequently the scene of a presentation. Mr. Fleming, the donor, handed over the cup just won to "his old pal," Mr. Rodgers, making a humorous and suitable speech in so doing.

Mr. Rodgers, in returning thanks, attributed the success of the "Asthore" entirely to his co-owner and expert sailor, Mr. R. Witcomb, he being aboard mainly as ballast (laughter).

The Hon. Treasurer Mr. A. McKirdy, then thanked Mr. Fleming for his generous gift on behalf of the Club. In a speech characterized by his customary eloquence, Mr. McKirdy said that if they had more members like Mr. Fleming, the Club would prosper ever faster than it did, and that was saying a great deal, as he had never during a long career been connected with a lot of true sportsmen. He proposed the health of the donor and the toast was drunk by a considerable company, with musical honours.

On last Sunday's races, not hitherto reported, the leading times were:—
One Design—"Asthore" 1st, 1.11.3; "Spray" 2nd, 1.17.24. There were nine starters, including Mr. Moon's "Doris," who made a very creditable "debut," considering that her sail was not yet properly stretched.
Handicap class—"Cares" 1st, 1.32.00; "Eve" 2nd, 1.38.58. Five starters.

TELEGRAMS.

["DAILY PRESS" EXCLUSIVE SERVICE.]

JAPANESE SHIPBUILDING PROGRESS.

Tokyo, December 25th.

The Nippon Yusen Kaisha's new nine-thousand-ton steamer, the *Kaga Maru*, was launched at Nagasaki today. It is the first of six vessels of that size now building, and Japan's distinct advance in the craft of shipbuilding is receiving encomiums in the Press, some papers pointing out that the Mitsu Bishi firm is inferior to none in the world.

JAPANESE POLITICS.

Tokyo, December 25th.

The Diet has been convened. The Government's financial programme is regarded as the most important subject before it for debate. In view of the nearness of the elections, a critical session is anticipated by Ministers.

CANADA AND JAPAN.

Tokyo, December 26th.

Mr. Lemieux, the Canadian envoy, sailed for the Dominion to-day. The result of the negotiations regarding Japanese immigration is not conclusive, as it has to be submitted to the Parliament at Ottawa.

[REUTERS' SERVICE.]

THE COTTON MARKET.

LONDON, December 26th.

A general reduction of 25 per cent of the output of the New England Cotton Mills in January and February is regarded as certain. One hundred and fifty operatives will be affected.

CRICKET.

LONDON, December 23rd.

Marylebone has made 321 for 7 wickets, against Victoria.

OBITUARY.

LONDON, December 23rd.

The deaths are announced of Sir Patrick Heron Watson, and the Turkish Ambassador, Masulus Pasha.

REMARKABLE SPEECH OF COUNT OKUMA.

LONDON, December 23rd.

A remarkable speech, alleged to have been delivered by Count Okuma in Kobe in October, in which he is represented to have said that 800,000,000 Indians, oppressed by Europeans, were looking for Japanese protection, and that the Japanese should therefore stretch their hands towards that wealthy country, has been published in London. A high Japanese official commenting on the alleged speech doubts the accuracy of the translation, and is convinced that the remarks related entirely to trade relations with India, and that Count Okuma's object was to arouse the Japanese merchants.

A QUESTION OF ACCOUNTS.

The following letter appears in the *N.Y. Daily News*.

Sir,—Reading over the balance sheets of the Cotton and International Cotton Mills I felt very comfortable to believe that each mill had made what appeared to me a profit. The International one of Tls. 55,581.22 and the Ewo one of Tls. 46,307.82. I was rejoicing over this to a friend, who soon showed me where I was wrong.

If you notice the Directors of the International Cotton Mill say the year's working resulted in a net profit of Tls. 55,581.22. The Directors of the Ewo do not put it in this way, but say the balance at credit of profit and loss is Tls. 46,307.82.

To a plain working man like myself this is one and the same thing, for I am not skilled in accounts and do not know much about the arranging of figures.

It appears that the Ewo carried forward last year Tls. 64,388.25 and this year this figure is reduced to Tls. 46,307.82, showing that they have worked all year and made a loss of Tls. 18,078.33. It would have been far better if the Directors had just said that the mill had made a loss of Tls. 18,078.33 instead of a credit standing at profit and loss account of Tls. 46,307.82, and then I could have understood what they really had done.—I am, etc.

TIM BOBBIN.

"In the Queens Service" is the title of an exciting novel by Dick D. Moran (London: John Long). The discovery of the sensational will find ample for his or her appetite in this story, which also contains some very pretty love passages. It is briefly written and holds the reader's interest until the end, when the hero is made happier than he ever dreamed of by receiving the love of a beautiful woman.

CHRISTMAS CELEBRATIONS.

The season of peace and goodwill was observed in Hongkong in the time honoured custom. The weather was not as bright as it might have been for the occasion but this did not detract from the general rejoicings. As usual there was a complete cessation of foreign business. Special services were conducted in the different churches, the Bishop of Victoria presiding on an appropriate sermon at St. John's Cathedral, while Bishop Pozzoni, the Roman Catholic Bishop, delivered a suitable address to his flock. Notwithstanding the occasional showers, outdoor sport was largely indulged in, and Tuesday morning saw a large concourse of holiday makers at Happy Valley where the Naval police held sports, and a number of football matches were in progress.

AT THE NATALYARD.

They had a happy time, those who were fortunate enough to be asked to spend the day with the Natalyrd Police. First came the annual sports at the Valley where various feats of skill were indulged in, and then the usual football match, Married v. Single. This again proved a willing game, and once more the Benedicts wrested victory from the unblessed, the scores standing at the final three goals to two. From the Valley an adjournment was made to the Natalyrd, where a largenumber sat down to Christmas dinner and festive converse. In the evening a dance was held, the large hall in the men's quarters being suitably decorated for the occasion.

WESLEYAN METHODIST CHURCH.

At the Wesleyan Methodist Church at Wan-chai there was a good attendance of sailors and soldiers, who listened attentively to the interesting address of the Rev. C. Bone. The text chosen by the Chaplain was Matt. II 10—11. The preacher in introducing his subject said that the stories connected with the birth of Jesus, were thought by some to be later additions to the more solid histories of the Gospel. They were not there that morning to criticize, but to enter into the spirit of the text. It was unwise to dogmatize either way of such matters. One thing was certain, which was that Christ was born. This fact had brought them together that morning. Reference was made to the spirit of exhortation, that was abroad immediately anterior to the age of the incarnation, which could be reasonably accounted for by the fact that the Hebrew Scriptures had already been translated into the current Greek, and were extensively read not only by the Jews but by other nations. The preacher then said that they were wise men who sought the Christ. Learning did not unfit a man for being glad that he had found the Christ; on the other hand, Christ would add a crown of beauty to all human learning. References were made to Lord Kelvin, to Sir Oliver Lodge, to Sir A. Clark, showing that "some of the most profound scholars" had found it their greatest joy to take their stand by the side of the wise men in days of old, who were filled with joy that they had not sought in vain. The next point dealt on was the suggestion that God gave these wise men the symbol that attracted them. The shepherds would not be attracted by a star. They preferred the sun, which meant to them rest from their watching and waiting. On the other hand, these men were students of the stars, and therefore they were attracted by what they believed in, and so following the clue, they found the object of their quest. God used different means to-day to lead men to Christ. Some like the Cathedral service; some the Salvation Army prayer meeting. This was God's way of leading men, and thank God, we were more and more getting to see that such was the case, and to allow that sincere effort everywhere was to be appreciated, and not derided. Lastly reference was naturally made to the offered gifts, which the wise men presented to the infant Christ. Gold and perfumes were not too good for him. They were the right of kings, and as were offered to the infant Messiah. The sermon concluded with an appeal to the men to enter into the spirit of the text, and to seek enjoyment without descending to what was doubtful. There were not many poor with us here connected with the Church, but giving at this season of the year was natural, and "he that hath pity upon the poor lendeth to the Lord." Owing to the rain there was neither a military nor a naval parade. On the other hand a satisfactory number congregated, and joined in the singing. Mrs. Brown, Mrs. Makeham and Mrs. Bone, on the previous day had tastefully decorated the rostrum and Communion Rail of the Church.

UNION CHURCH.

At the Union Church an augmented Choir rendered some new Carols with great acceptance—the music all day being of a Christmas character. It included a beautiful rendering by Mr. E. Paine of Handel's "Comfort ye my people." A Christmas morning service was inaugurated with a good congregation. The Pastor, Rev. C. H. Hinkling, preached on "The Place and Power of Sentiment" based on the Incarnation of Love. This Church is preparing the usual procedure on New Year's Eve namely, entertainment and supper, followed, in the church, by a Watch-Night Service at 11.15 p.m.

ROMAN CATHOLIC CATHEDRAL.

At 10.30 on Christmas Eve the clergy began to sing the Matins of the Feast, and at midnight his Lordship the Rt. Rev. Bishop Pozzoni celebrated the solemn Pontifical mass, which finished at one o'clock. The surroundings of the Cathedral were well lighted, also the altar, which was richly decorated. As usual there was a good attendance, and the boys of St. Joseph's College sang during the service at which Mr. O. Baptiste officiated as organist.

ST. FRANCIS CHURCH.

There was a large attendance at St. Francis Church, Wan-chai, at the midnight service held on Christmas Eve. The Rev. Father Joaquin was the officiating priest.

KOWLOON ROSARY CHURCH.

This pretty little church was rendered more picturesque by elaborate flower decorations. There were handsome floral arches and doral columns, while the choir was literally concealed in a bower of flowers. The Rev. Father Spada celebrated high mass, while the music under the able direction of Mr. A. V. da Silva was excellently rendered. The attendance at this church was so large that a great portion of the congregation had to remain standing throughout the service.

CHRISTMAS DAY SERVICES.

At all the churches, in the usual Sunday hours, Christmas services were celebrated. At St. Joseph's Church, Pardon Road, the Rev. Father Augustine, the military chaplain, celebrated the solemn high mass with excellent musical renderings by the selected choir of the church. At ten o'clock there was another service, which was attended by the sailors from the German and Austrian men-of-war in port.

SAILORS AND SOLDIERS HOME.

On Christmas night a concert was held at this institution and carried through with great success. The promoters were the Rev. C. and Mrs. Bone, and Mr. Bateman, and they were ably assisted by the new manager and his wife, Mr. and Mrs. W. H. Embury who have just arrived from home to take up the management. An excellent programme was arranged and was carried through without a hitch the frequent applause of these in attendance being eloquent testimony of their appreciation. Last night the annual tea was held, upwards of 75 being in attendance. Another concert followed, and a second pleasant evening was spent by the sailors and soldiers.

KOWLOON SEAMEN'S INSTITUTE.

Members of this Institute and their friends proceeded to Stonecutters by launch on Christmas day. There the annual sports were held amid pleasant surroundings. When the afternoon was drawing to a close the holiday makers returned to the Institute, and after their outing were quite prepared for the tea which was ready. About 120 seamen sat at table, an after enjoying an excellent repast, were all agog for the event of the evening. This was the unloading of the Christmas brig which carried a cargo of presents, and her crew distributed them to all present. A grand concert concluded an evening which will have pleasant recollections for all who were in attendance.

GERMANY'S NAVY.

A "Memorandum to the 1908 Naval Budget" has been published in the semi-official German Press, which gives further particulars of the enormous increase in the German Navy planned by the German Admiralty. The following table shows the advance in the German Fleet in the last few years and in the future, under this scheme:—

1908	25,300,000	1907	21,407,000
1909	6,600,000	1908	12,400,000
1910	7,400,000	1907	19,000,000
1911	8,400,000	1906	17,000,000
1912	10,000,000	1905	20,000,000
1913	10,200,000	1904	23,000,000
1914	19,500,000	1903	23,000,000

A Berlin Correspondent says:—Germany proposes to spend 420,000,000 upon naval expansion during the ten years between 1908 and 1917, or an annual average of over 22,000,000. This revelation—the latest fragment of piecemeal information which the Government has given out during the week—is contained in to-day's official "North German Gazette," in a "Memorandum to the 1908 Naval Budget."

The total represents an increase of 240,000,000 over and above what was calculated a year ago as necessary for the execution of the Naval Bill of 1900 and its supplement of 1905. Beginning with 1908, when 217,000,000 will be spent, naval disbursements will rise gradually until, in 1917, they reach 223,000,000. Thereafter they slightly decrease each year until 1917, when they will, however, still aggregate 220,000,000.

One of the important items provided for in 250,000 for the construction of submarines in 1908. After 1913 275,000 will be spent annually upon submarines.

The official memorandum states that the increase of expenditure is necessitated by the higher cost of the Dreadnought type of ships and of armament, which it is calculated will involve an outlay of 210,450,000, or 236,950,000 more than planned for in 1906. These burdens are imposed upon the taxpayer, according to the memorandum, "by the restless endeavors in progress in all great Navies to perfect the construction and armament of battleships, cruisers, and torpedo boats. If the efficiency of German fighting ships, is not to lag behind that of other nations, the German Navy cannot avoid availing itself of every possible technical improvement. Their costliness is still further increased by the higher price conditions generally prevailing in the industrial world."

The memorandum also points out that the technical requirements of the Dreadnought type demand an augmented personnel, to the extent of ten officers, nine engineers, and 575 men for each ship.

A separate Budget calls for the appropriation of 211,150,000 for the widening of the Kaiser Wilhelm Canal, so that it shall be navigable for 18,000 and 19,000 ton battleships and cruisers.

Although the inevitable naval party, which is supported by scores of industrial journals throughout the Empire, decries the "modesty" of the Government's new proposals, and urges the Reichstag to demand "more," other influential voices declare that, in view of the disheartening financial condition of the Empire, the new proposals savour of mad extravagance. Imperial debt, which has increased by leaps and bounds in recent years, now totals over 230,000,000, and is rapidly approaching 250,000,000. It is most immediate necessities, the Government intends borrowing 213,000,000 of fresh money, but even after that has been done there remains an uncovered deficit of 23,000,000.

Experts see relief only in the imposition of burdensome new taxes, even if the Government takes over the alcohol monopoly and, as had just been suggested, a monopoly of the country's entire electric supply.

The "Berliner Neueste Nachrichten" announces that, with a view to accelerating Germany's warship-building capacity, all the Government yards are about to be equipped with plant for the manufacture of turbine engines of the highest power. The first plant is now in process of installation at Kiel. Several large private yards have for long been so equipped. The "Neueste" says that the Government apparently regards the time as come to build turbine battleships, as other Navies have done.

HOME AND CHINA AFFAIRS.

(FROM OUR CORRESPONDENT.)

London, November 22nd.

The Kaiser like a wise man has fled from our metropolis to Highgate, near Bonnamouth, where he is taking a rest cure, the chief item of which is rushing through the New Forest at any speed up to sixty miles an hour—local police being stationed out of regard for speed restriction. To have stayed anywhere near London, would indeed, have been a queer act, for we are living in a city of dreadful night, a dense fog hanging over us, effectually shutting out all light, so that high noon is as dark as midnight. But last week was better and when the Kaiser and Kaiserin paid their visit to the City to receive a welcome at the Guildhall the air was clear and bright. In consequence the streets were crowded to record dimensions and the greeting given to the royal visitors was such as to make the day memorable. Whatever may be the jealousies between this country and Germany they were certainly forgotten that day, and the six mile ovation received by the Kaiser clearly gratified him. The Kaiserin is not with him at Highgate; she has returned to Berlin.

MORE JAPANESE WICKEDNESS.

There is a party of Japanese now on the East Coast studying the British herring fisheries. They are visiting Yarmouth and Lowestoft and learning everything they can of the handling of the fish market, and later in the course of their object, it is said, is to establish a Japanese herring fleet. The Japanese waters being full of fish, these enterprising gentlemen think they can use the Manchester railway and supply the Russian demand for cured herrings quite as well as Lowestoft and Great Yarmouth. The East Coast men are alarmed about it, for they send thousands of barrels of fish to Russia every year. Another Japanese, Dr. Ariyoshi, accompanied by two professors sent by the Japanese government to make an exhaustive study of the German educational system, commenced this week a round of inspection of the Berlin schools.

AN INTERESTING STUDENT.

In the Berlin University list for this term is included the name of Miss Li Tsu Tung, the sixteen year old daughter of a deceased Shanghai doctor. The young lady wears European clothes and is best especially on a study of German and English literature. It was on the recommendation of the Chinese Minister in Berlin that she joined the seven hundred students at the Berlin University.

PERSONALITY.

Here are some personal paragraphs gathered in the last few days. At Colwyn Coast, S.W., the wife of Lieut. Col. Clarence D. Bruce, chief of police at Shanghai, has a newly arrived son. A daughter has come to the wife of Mr. E. T. Bond, of Canton. The mother and child are at Danmore in Essex. The vicar of St. Saviour's, Battersea Park, the Rev. B. E. Shewell, has become engaged to Miss C. D. Lloyd. The lady lives with her mother in a flat at Prince of Wales mansions, Battersea Park. Her father is Captain C. V. Lloyd of Hongkong.

FOR THE CHINESE NAVY.

The London correspondent of the "Birmingham Post" claims authority for the following paragraph:—

"According to advices received in an official quarter here from Peking, it may be expected that early next year the Chinese Imperial Government will take steps for the building in British yards of a number of warships, and for the supply by British and Continental firms of artillery, small arms, and ammunition. If Japan had been able to furnish facilities, these contracts would in all probability have been for the greater part placed in that country, as the military and naval scheme to be carried out has been devised chiefly by the Japanese experts in the Chinese service."

LOAN RUMOURS.

It is reported in New York, according to a cable published here, that Wu Ting Fang, the new Chinese Minister at Washington, will shortly open negotiations with a view to an attempt to raise a foreign loan for China to the amount of \$5,000,000. Judging by the stringency of the money market in America just now, even after the frantic efforts of Mr. Cortelyou and the President to allay the panic, the United States is about the last place to begin raising money in. The Treasury issue of certificates and the Panama Canal bonds just issued are nearer at hand, even though they may not offer such high percentages, but if the American lender wants to invest he can at this moment get home rails which will yield him up to twelve per cent.

SIBERIAN DEVELOPMENT.

The Russian government, it is stated, preparing to rearrange and strengthen the financial agencies in London and Paris so as to make more efficient means for attracting attention to the industries and agricultural possibilities of Siberia. The matter will also be taken up in the United States, for Russia is anxious to interest British, American and French capital for the development of Siberia, especially on the side of manufactures and exports.

SOUTH AFRICAN CHINESE.

Li Ching-fang, the new Chinese Minister, who has just arrived at the Legation in Port-land Place, has for the first matter requiring his attention a petition from the Chinese Association in the Transvaal. Under the new Asiatic Law Amendment Act, passed by the Transvaal Government, the Chinese are subjected to the same conditions of registration as British Indians. They call themselves the free Chinese population of the Transvaal, and number eleven hundred, mainly resident in Johannesburg. They resent the regulations being applied to them which are intended to restrict Asiatics from arriving in the Transvaal and they declare that the free Chinese, who are old residents and storekeepers of good standing for the most part, should be expressly exempted from the Act. Particularly do they object to

the compulsory registration, which requires every male Chinese and every child to furnish eighteen finger prints. If the Transvaal Government fails to meet their wishes voluntarily, the Association calls upon the Chinese Minister to protest to the Imperial Government in London, with a view either to the protection of the free Chinese from derogatory regulations or their free transport to China, with compensation for the disturbance of their business in South Africa. I am informed that Li Ching-fang is investigating the matter with the intention of taking it up with Sir Edward Grey, if the circumstances warrant such a step, and any good can result.

POLITICAL.

Sir Henry Campbell-Bannerman is much better after the rest which has followed his collapse at Bristol, but he has been ordered to take a foreign holiday for some weeks. Parliament will not meet, according to present arrangements, until the latter end of January, and by that time the Premier hopes to be fresh again. In the meantime there are all kinds of rumours of impending changes in the Cabinet. On one matter the reports are agreed—that in any changes Mr. Lloyd George and Mr. Winston Churchill will go higher.

The London correspondent of the "Yorkshire Post" says on this matter:—

"According to certain gossip the services of Mr. Lloyd George and Mr. Winston Churchill are to be rewarded a step in each case. The President of the Board of Trade, it is said, is to go to the Colonial Office, from which Lord Elgin is to retire, and Mr. Winston Churchill is to be made the chief of the great commercial department of the kingdom. In the event of these forecasts proving accurate, a contest will be rendered necessary in North West Manchester, as, unlike the President of the Board of Trade, Mr. Winston Churchill would have to seek re-election on his advancement. Report also has it that the Premier may take advantage of the redistribution of affairs to enter the less exacting regions of the House of Lords, and in that event Lord Ripon would, it is believed, obtain the relief from official duties which it is generally understood he so much desires. While these are at the moment probably little more than intelligent speculations, it cannot be denied that liberal opinion generally acquiesces in the desirability of some promotion being given to both Mr. Lloyd George and Mr. Winston Churchill."

BIG FORGERY SENSATION.

Another member of the Cabinet is receiving sympathy. Mr. John Morley has a stepson named John Ayling, who is a J. P. and was recently a partner in the printing house of T. & A. Constable of Edinburgh. He has pleaded guilty to five charges of forgery, the forged signatures being affixed to promissory notes to the total value of £13,350. In each case, it is alleged, that the signature of Mr. John Morley was forged, and also the signature of Mr. Blaikie, a partner in Constable's, as well as the signatures of other well known men.

DRUCE MURDER CASE.

The remarkable Druce case which is again before the courts is raising as much interest as ever, and whenever a hearing is on the Court is crowded with Society ladies, anxious to gain a new thrill from this web of romance and mystery. The present action is against Mr. Herbert Druce, the holder of the Baker Street Bazaar, for perjury, he having stated in evidence that he saw the dead T. C. Druce in his coffin, whereas an Irish-American witness named Caldwell has sworn that he personally filled the coffin with lead and conducted a sham funeral, for T. C. Druce was not dead at all, but merely wished to be reckoned so, as he was really the Duke of Portland, living under a dual set of conditions—as Duke at Welbeck Abbey, and as tradesman at Baker Street.

Another witness is an old lady from Christchurch, New Zealand, who asserts that she was introduced to the tradesman-duk by Charles Dickens, and she served as an outside correspondent, taking news and letters to the Duke, who was living in an eccentric fashion at Welbeck, tunnelling under the ground so as to avoid the public. He told her he had taken the name of Druce because he had married twice, in both cases to women of inferior rank, and by both wives he had had children. Apparently both wives were living at the time.

This witness brought an old diary from New Zealand, but she asserts that a few weeks ago while looking into a shop window she had the diary snatched from under her arm. The magistrate upheld the objection of the lawyers for the defence that the copy of the diary she had with her in court could not be used to refresh her memory, not having been made at or about the time of the events described. Nevertheless the old lady has stood the test of cross-examination very well. She has been a considerable traveller. It was in Boston that Charles Dickens engaged her for the Duke, and after that she travelled to India and subsequently in the "Amoy" she sailed from Hongkong to the Fiji Islands, and thence to New Zealand. She is accompanied by a young Irish Colonial girl, whose quick brain is vividly fired by the defendant's counsel, for they take every opportunity of keeping the two separated while the case is in progress.

DON'T COUNT YOUR LOSSES.

Such is the heading of an editorial in the Westminster Gazette, from which the following excerpt was taken:—

Over and over again investors have been told by their brokers during the last three months that prices have touched bottom, and can by no possibility go any lower. Yet those who have bought on this assurance have seen the fall continue, and broken and clients alike have been left wondering whether there is any limit to the downward tendency. The bonafide investor who trusts his security need not trouble himself greatly about this. If he is a wise man who has made up his mind not to sell, and who does not trust his judgment to buy in these troubled times, his simple remedy is to give up reading the stock and share lists and to put the whole subject out of his head for the time being. While depression hangs over the City and reacts on the luxury trades, the great staple industries of the country enjoy unabated prosperity. The industries which our Tariff Reformers declared to be dying have all this time asserted stationary exports are likely before the end of this year to reach a point at which they will be double what they were thirty years ago.

"IN TOWN."

Last night Pollard's Lilliputians re-opened with the musical comedy, "In Town," to an admiring audience at the Theatre Royal. The piece abounds in ludicrous situations and embarrassing predicaments, and the cleverness with which the juveniles made the most of these was apparent, and earned for them the warm enthusiasm of the audience. Without doubt the young Australians scored another success in this comedy, which shares with "The Belle of New York" much pretty music and spectacular excellence, while the firm threads on which the plot is hung render it easier to discern and follow than the piece mentioned.

The earnestness with which the people of Lilliput entered into the spirit of the piece evoked the boundless enthusiasm of the audience, many of whom will no doubt not be satisfied until they have witnessed the performance a second time. Each succeeding item was heartily applauded last night, and must be again to night and to-morrow night by those who attend and appreciate an unusually excellent performance. Freddie Heintz as "Captain Arthur Codrington" was a host in himself, his ready adaptability and keen wit which on many occasions extricated him from embarrassing positions stamping the youthful thespian as a comedian of no mean ability. Freddie Heintz gave an excellent interpretation of his part as the "Rev. Samuel Hopkins," while his brother Johnny as "Shrimp" the call boy, was capital. The same youngster also extracted much genuine humour from his portrayal of "Hoffman," a hall porter. "Lord Clanside," a youthful nobleman anxious to see the world, was a character which Miss Lillie Bull took most effectively, while in Harold Fraser's hands the amorous "Duke of Duffshire" caused considerable amusement and earned prolonged applause. The pretty acting and skilful dancing of little Miss Ivy Pollard as "Flo Fanchette" were highly appreciated, while "Kitty Hetherington" the prima donna was the rôle in which Miss Eva Pollard scored. The extravagant dignity of the "Duchess of Duffshire" caused great amusement and earned Miss Olive Moore a brilliant reception, while "Lady Gwendoline Kinardie," Miss Merle Pollard, as her daughter was appropriately girlish and gushing. The many excellent musical numbers in "In Town" were enthusiastically received, and the repeated encores told how pleasingly they had been rendered by the Lilliputians. The piece was well dressed and mounted, the dialogue was pretty, the dancing graceful and picturesque, and no opportunity was lost by the performers to make the most of their parts.

To-night and to-morrow night "In Town" will be repeated, and on Saturday afternoon there will be a matinee performance of the comedy, when children will be admitted at half price.

SHIP CANAL TO LONDON.

GIANTIC PROJECT TO COST THIRTY MILLIONS.

There are those who think that the Thames must be improved if it is to be made adequate to the needs of London as a port. This is also demonstrated by the fact that there is a scheme being mooted for the making of a ship canal, at the cost of some £30,000,000 sterling, from Storbarn, on the coast of Sussex, to London. Such a project is, in fact, before the Royal Commission now endeavouring to let in some light on the problems of canals and waterways generally.

As the main basis of the idea, its projectors hold that owing to the tunnels under the Thames, and to other difficulties, the river is incapable of being dredged to and maintained at a depth of 35ft. to 40ft. at low water. During the past ten or fifteen years, the size not only of the Western ocean greyhounds but also of all long-voyage craft has been increasing; and it is thought that in a few years' time nearly all such vessels will be drawing from 35ft. to 40ft. of water. But to give the Thames a navigable channel of this depth up to the Victoria Dock would be to maintain, destroy all the present river walls, piers, tunnels under wharves, and quays. Therefore, any scheme which supports the canal scheme, nothing short of a great ship canal can save the Metropolis its place as the nation's chief port; and they add that without such a canal it must soon begin to lose the proud pre-eminence given to it by its present annual tonnage of 19,000,000.

According to the scheme, the canal would be forty-seven miles long, with a large and easily accessible natural harbour at the channel end, and the Dorking Hills are said to be the only engineering difficulty to be overcome, while that trouble would be no more than a 300ft. tunnel with a depth of 40ft. It would be lit by wide, white, thus allowing of the same speed by night as by day, and entirely obviating the necessity of holding vessels up in times of fog, as is now the case on the river. By its means, it is argued, a passage of 300 miles would be shortened to one of 50.

The projectors put forward numerous objections to the proposed great barge canal. They also cite the Manchester Ship Canal, where 353 miles of waterway were constructed at the cost of £16,500,000. Other somewhat similar schemes before the Royal Commission are (1) a barge canal from Birmingham to the Mersey at an estimated cost of £2,500,000; (2) a joint one from London to Dover and Southampton; and (3) another from the Midlands centre to Bristol; all of which are mentioned as indicating what should be done for the Metropolis by a ship canal.

Amongst the other reasons that are advanced on behalf of the scheme is the proposition that it would (a) enable the largest ships to be built on the Thames; (b) increase the yearly tonnage; (c) enable the biggest battleships to be brought up the river; (d) enable vessels coming from the Atlantic to avoid the dangerous Goodwin; (e) solve all the problems of the Thames at a sweep; (f) open up a new avenue by which the millions might get easily and quickly to the Channel; (g) bring industrial excursions to the coast; (h) open up of the southern coast; and (i) give some years of work to every unemployed man in the Metropolis.

It is also proposed to construct a big highway alongside of the canal.

THE LATE MR. GEORGE MILDWAY DARE.

The Singapore Free Press of Dec. 16 says:—It is with deep regret that large numbers of the European community here, as well as numerous friends in Japan, will learn that Mr. George Mildway Dare, one of the oldest residents of Singapore, and connected with this place from his early infancy, died yesterday morning at his residence, "The Lake," at five minutes to nine o'clock, after a long and exhausting illness. Of a strong constitution and fond of energetic exercise all his life, it was not until at Christmas, 1901, that an attack of partial paralysis laid him aside from the active pursuits he so much enjoyed, although for a time he still continued to take short harbour cruises in his yacht. On the occasion of his last health trip home to Europe, while staying at Monte Carlo serious heart trouble declared itself, and as a result Mr. Dare had to abandon any occupation that would cause even the slightest exertion or excitement. Since then, with some brief hopeful intervals, his strength gradually failed until the end.

Born at Peckham on March 23, 1840, the late George Dare was the son of George Julius Dare, commander of the ship *Medusa*, trading to the Far East. He came out from England round the Cape in 1851, as a young child of just over a year old, in his father's ship, his mother, Mrs. Dare, who was a Miss Parker of Capetown, being also on board. The ship proceeded to Bombay, Calcutta, and Singapore. Mr. Dare remaining here to await the birth of his second child, and Cape Dare proceeding with the ship to Whampoa. After the birth of Julius Dare, Mrs. Dare and her children took passage in the East Indian mail "Viscount Melbourne" for Whampoa to join Captain Dare. Unfortunately this ship was wrecked on the Leuconia Shoal in the Palawan Passage, and the passengers and crew had to take to their boats and make for Singapore. Mrs. Dare and her two children were in the Captain's boat, which was the first to reach Singapore. An exciting incident occurred during the fortnight they were in an open boat. Off the Borneo Coast they were overhauled by two large boats full of Lanna pirates, and Mrs. Dare and the two little ones were concealed beneath a sail in the bottom of the boat. Seeing the genuine distressed condition of the crew, the pirates did not harm to them and sheered off, the boat continuing its voyage to the Singapore Straits. Messrs A. L. Johnston's godson then stood near the river where the Master Attendant's office now stands, and it was there that the first of the rowing team that Mr. W. H. Read, who is still alive at venerable age, described the boat approaching the mouth of the river. On arrival at the Master Attendant's steps Dr. Little helped Mrs. Dare and infant to land, while Mr. W. H. Read carried young George out of the boat.

The Dare family resided here for years thereafter, the boys being taken home to England for education at Brecon and at Cheltenham. When about fifteen years of age, George Dare returned to Singapore and presently joined the firm of Syme and Co. After five years there, he had two years' experience of business in Bangkok, whence he proceeded to Hongkong, being at once given an appointment in Messrs Phipps and Co., Poochoo. Some time after, Mr. Dare began his long connection with Japan by joining the well known firm of Glover in Nagasaki, subsequently becoming a partner in the firm of McDonald and Dare, brokers, Yokohama, doing a large business also in silk.

The main part of Mr. George Dare's business career was connected with Japan, where in Yokohama he spent altogether eighteen years, and was during that time a prominent and popular member of the European community there. It was there that he lost his brother Julius and his mother within two or three days of each other, of cholera. Julius Dare was a great athlete, and a brilliant carman, and his sudden death was a shock to the various clubs of which he was a member. Capt. Dare, who had been in business for years in Singapore, had died long before the death of Mr. George Dare, and after his death until their marriage. One of these is Mrs. W. B. Scott, formerly of the Hongkong and Shanghai Banking Corporation, a third is Mrs. Whitworth Allen formerly of Penang, a fourth is Mrs. Hartigan, wife of Dr. Hartigan, formerly of Hongkong, and another is Mrs. Abell, of Kobe, who passed through Singapore a few days ago and spent a short time with her invalid brother.

While on a visit to England Mr. George Dare died in 1877, married Miss Farnsworth of Knebworth, Yorkshire, Mr. and Mrs. Dare subsequently spending some years in Japan. About 1885 Mr. Dare retired from business in Japan returning to England, then coming out again to Singapore and finally settling down here in the rooms of his early boyhood. He resided first at Carrington House, Mount Sophia, then at Abbotford, and for a number of years past at "The Lake," his own property on the banks of the Impounding Reservoir. It was owing to chronic asthma of long standing that his wintering in Singapore was so necessary, but the alternate summers were invariably spent in trips to Europe and Japan, thus enabling Mr. and Mrs. Dare to maintain constant touch with many old friends both in England and in Japan.

The Straits Times says:—On Christmas Day, 1841, Mr. Dare with two children, George, aged two, and Julius, an infant, left Singapore for Macao by the ship *Viscount Melbourne*, but the vessel got into trouble on the Leuconia Shoal in the Palawan Passage, and the passengers and crew had to take to their boats and make for Singapore. Mrs. Dare and her children were in the Captain's boat, which was the first to reach Singapore. An exciting incident occurred during the fortnight they were in an open boat. Off the Borneo Coast they were overhauled by two large boats full of Lanna pirates, and Mrs. Dare and the two little ones were concealed beneath a sail in the bottom of the boat. Seeing the genuine distressed condition of the crew, the pirates did not harm to them and sheered off, the boat continuing its voyage to the Singapore Straits. Messrs A. L. Johnston's godson then stood near the river where the Master Attendant's office now stands, and it was there that the first of the rowing team that Mr. W. H. Read, who is still alive at venerable age, described the boat approaching the mouth of the river. On arrival at the Master Attendant's steps Dr. Little helped Mrs. Dare and infant to land, while Mr. W. H. Read carried young George out of the boat.

While they were engaged in prayer—it was Sunday morning—the "pru" containing the pirates bore down upon them. At first the pirates were not considered as such, as, in response to the waving of a white cloth in token of amity, they repeated the performance. It was not until boats had met, and the strangers announced that they had come on the scene to conduct the unfortunate people in shore, that it was suspected they were pirates. On the strangers assuming a threatening attitude, by their fastening a ratline rope from their launch to the boat, the Captain of the latter gave orders to cut and run, and with one blow from a cutlass the rope was severed and the boat made astern. The pirates eventually opened fire, first from their rifles and then from a swivel, and one of the shots passed between the Captain and Mrs. Dare, and then scraped a piece off the wall of one of the launchers who sat at the bow of the boat. In course of time, the pirates reached the boat again and they boarded her. There was no bloodshed, however, during the time they were on board, but they helped themselves to all the valuables they could find on the hands upon. After having been thirteen days in the open boat, the unfortunate arrived in Singapore, and on their arrival at the Master Attendant's steps, Mrs. Dare and her children, who had suffered great privation, were assisted ashore by Dr. Little and Mr. W. H. Read.

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HINTS AND SUGGESTIONS.

Sir Alexander Hosie, the acting Commercial Attaché to the British Legation at Peking, concludes his able report on the Foreign Trade of China for the year 1906 with the following remarks:—

At present China is in need of manufacturing plants of all kinds and she wants to buy, but the Chinese have only the vaguest idea of what is actually required for factories and the cost and they have to be taught. What would facilitate business more than anything else would be for manufacturers in the United Kingdom to combine and send out expert agents prepared to teach what is needed and the price. There is an example of this nearer home. I believe that the British Engineering Company of Egypt is a combination of British manufacturers doing exactly what is required in China. Establish such a company in Shanghai with a staff competent to give all technical information, draw up estimates, plans, &c., and there should be no doubt as to the result. A few houses in Germany are thus represented in Shanghai. There are, it is true, a number of firms in Shanghai holding the agencies of British manufacturers, but far more than this is required. Firms in China have many diverse interests to attend to and they are unable to push the manufacturers' business as might be done by means of special expert representatives. Such experts, too, can quote more favourable terms than general agents in the United Kingdom and considerably saving is effected. There are a few, too few, representatives of this class in China, and one of them informed me that not a week passed without his being consulted by German merchants, whereas during his residence of a year in the country there may have been a couple of British inquiries. It is surprising, therefore, that many British houses are represented in China by German agents? Another complaint against British firms in comparison with their rivals is that they are rarely able to quote c.i.f. prices, and British manufacturers too often simply give the cost ex factory leaving the would-be purchasers to imagine what even the f.o.b. prices are likely to aggregate. I have painted one side of the picture and no doubt there are many instances in which the British manufacturers, firm or agent scores over his rivals, but my object in writing as I have done is to point out defects that have come to my attention, and to hope that a statement of them may lead to remedies and an increase in British trade and the handling of British trade—import and export. I have no wish to decry the British manufacturer or merchant. On the contrary, I believe that he is as competent as any of his rivals and that his goods are frequently superior, but his methods of doing business seem to require adjustment so as to bring them more into line with the commercial conditions now prevailing in China. A gentleman, a friend of mine, once a British subject, in whose judgment I have great confidence, tells me that the British merchant in China has, of all nationalities, the best head for business and that his one failing is lack of push. This opinion is the result of 35 years' residence in China and constant intercourse with commercial men.

There is, too, scarcely a young British firm in China. Not so German. A young German comes to Hongkong or China provided with a small capital and backed by his friends at home. He at once starts business, pushes it for all it is worth, and aided by the banks is soon on the highway to success. If want of push is a danger to British interests in China, there is another danger which is more of the future than of the present. Its effect has not yet been appreciably felt, but it is none the less real. In India direct trade between the native and the manufacturer is steadily increasing and the services of the middleman are being dispensed with. The same is a commission business, and when the Chinese merchant is a sufficiently educated and trusted he will do his best to save the commission. At present the foreign middleman is simply his guarantee that his order will be properly executed and his assistant for financing his transactions?

SUFFRAGETTES HOWLED DOWN.

STUDENTS USE SULPHURETTED HYDROGEN.

The Suffragettes had a meeting after their own heart at Birmingham on November 23. Only this time it was the men who were the interrupters, and Miss Christabel Pankhurst found it practically impossible to obtain a hearing. The centre of the great gallery of Birmingham Town Hall was occupied by a solid block of over 200 students from Birmingham University, who had come to the meeting well supplied with whistles, rattles, bells, mouth-organs, and other instruments of disturbance. From the moment that Miss Christabel Pankhurst, flushed but determined, rose to her feet pandemonium reigned supreme. During the greater part of her speech the proceedings must have seemed to those outside the hall more like a particularly enthusiastic smoking concert than a political meeting.

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The students, led by a ringleader who stood up in their midst, sang a series of popular songs, through which the shrill voices of Miss Pankhurst were heard at intervals making biting references to nurseries and playthings.

Several occupants of the gallery delivered addresses to the students urging them to give the speaker a hearing, and finally one of the lady stewards ventured into the middle of the excited mob of students and vehemently harangued them. The students formed a ring round her and cheered her to the echo, but the disorder only increased.

Finally Miss Pankhurst succeeded in making herself heard for a brief moment. She cried, "I have written a note here to Chief of Police asking him to eject the ringleaders, and, if necessary, all the students. Shall I send it?" But the only reply was an uproar worse than before, amid which Miss Pankhurst sat down, calling on the next speaker, Mrs. Pankhurst.

If there was disorder during Miss Pankhurst's speech, it was ten times worse when her mother rose. The first incident was a solo on a French horn, delivered by a solitary interrupter in the side gallery, near the platform. It was ended by the musician being surrounded by a host of police and his instrument of torture removed from him.

Mrs. Pankhurst then ran across the platform and asked him if he would be a good boy. He smilingly consented, and shook hands with Mrs. Pankhurst amid the prolonged cheers of the audience.

An excited argument between a Suffragette and an interrupter in the opposite gallery to that in which the lady "drew forth a ten minutes' roar of applause from the back gallery until the lady sat down," defused.

During the whole of Miss Pankhurst's speech the student remained standing, and sang or cheered without interruption. Two free fights took place between students and made-asserters of women's suffrage, in one of which a policeman's helmet was knocked off. A long interval of babel followed Mrs. Pankhurst's attempted speech during which the students, with linked arms, sang "Auld Lang Syne."

The students then filled the hall with the fumes of sulphuretted hydrogen. A few small free fights took place between the students and the police, a stout ringleader of the interrupters being rescued by his comrades from the very arms of the law. Mrs. Pankhurst finally resorted to the expedient of hurrying from the platform and delivering an impassioned address to the Press, which was, however, barely audible. She warned her hearers that if the present treatment of women Suffragettes continued the women would have to resort to masculine methods, the nature of which she did not specify. Miss Christabel Pankhurst, flushed but pretty, next sprang to her feet, and delivered an inaudible address of defiance.

Then the organ burst forth into a Suffragist hymn, and the ladies on the platform fled off waving their handkerchiefs in defiance at the yelling crowd of students in the gallery.

Another branch of the Suffragette army, led by Miss Adela Pankhurst and Miss Annie Kenney, ambushed Mr. Haldane on the Sheffield railway platform and presented a petition, to which they demanded an answer. A large force of police was in attendance in case of emergencies. Mr. Alderson refused to make any promise, saying that whatever he did he would do in concert with his colleagues.

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P.O. Box, 33. Telephone No. 12.

NEW ADVERTISEMENTS

WANTED.

SITUATION as GENERAL OFFICE ASSISTANT by Britisher (7). Well up in Fire Insurance, Bookkeeping, Good Typist can introduce twelve figure telegraphic code, apply to—

Care of "Daily Press" Office, Hongkong, 27th December, 1907. 2024

THE GREAT NORTHERN TELEGRAPH CO., LIMITED OF COPENHAGEN.

NOTICE.

CURRENCY CHARGES ON TELEGRAMS.

REFERRING to the Company's Notice of 20th September last, the Senders of Telegrams are hereby advised that, from the 1st January 1908, the charge for Telegrams will, subject to revision after three months, be collected at the rate of THIRTY-EIGHT CENTS equal to ONE FRANC.

H. BUELOW FRIEKE, Acting Superintendent, Hongkong, 27th December, 1907. 2025

THE EASTERN EXTENSION AUSTRALASIA AND CHINA TELEGRAPH CO., LTD.

REFERRING to the NOTICE of 20th September last, Senders of Telegrams are hereby advised that, from the 1st January next, charges for Telegrams will (subject to revision after three months) be collected at the rate of THIRTY-EIGHT CENTS to equal ONE FRANC.

J. M. BECK, Superintendent, Hongkong, 27th December, 1907. 2026

"SHIRE" LINE OF STEAMERS, LTD.

NOTICE TO CONSIGNEES.

FROM MIDDLESBOROUGH, ANTWERP, LONDON, COLOMBO AND STRAITS.

THE Steamship "CARNARVONSHIRE," Capt. G. W. Jackson, having arrived from the above Ports, Consignees of Cargo are hereby informed that their goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 1st Jan. will be subject to suit.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on TUESDAY, the 31st inst., at 2.30 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by SHEWAN, TOMES & Co., Agents, Hongkong, 25th December, 1907. 2027

FROM HAMBURG, LISBON AND PORTS OF CALL.

NOTICE TO CONSIGNEES.

THE H.A.L. Steamship "HABSBURG," Captain Filler, having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their Goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before TO-DAY.

Any Cargo impeding the discharge will be landed into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, where they will be examined on the 31st inst., at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINE, Hongkong Office, Hongkong, 25th December, 1907. 2028

S.S. "SALAZIE," COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from London on s.s. "Duro" and "Corduan," from Rotterdam on s.s. "Vile de Bordeaux," from Valparaiso on s.s. "Niger" in connection with the above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before NOON, TO-DAY, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining undelivered after Thursday, the 2nd Jan., at NOON, will be subject to suit and landing charges.

All claims must be sent in to me on or before the 2nd Jan., or they will not be recognised.

All damaged packages will be examined on THURSDAY, the 2nd Jan., at 3 P.M.

No Fire Insurance has been effected.

J. M. LLET, Agent, Hongkong, 25th December, 1907. 12

NEW ADVERTISEMENT

THE TRADE MARKS ORDINANCE, 1888.

APPLICATION FOR REGISTRATION OF TRADE MARKS.

NOTICE IS HEREBY GIVEN that the STANDARD OIL COMPANY OF NEW YORK have on the 7th day of March, 1905, applied for the registration in Hongkong in the Register of Trade Marks of the following TRADE MARK:—



In the name of the Standard Oil Company of New York who claim to be the Sole proprietors thereof

The Trade Mark has been used by the Applicants in respect of the following goods:—

OILS PARTICULARLY NAPHTHA IN CLASS 47.

A Facsimile of such TRADE MARK can be seen at the Office of the Colonial Secretary of Hongkong.

Dated the 27th day of December, 1907.

DEACON, LOCKER & DEACON, Solicitors for Applicants.

INTIMATIONS

NEW YEAR HOLIDAYS.

IN accordance with Government Notification No. 81, the EXCHANGE BANKS will be CLOSED for the Transaction of Public Business on WEDNESDAY and THURSDAY, 1st and 2nd January, respectively.

Hongkong, 24th December, 1907. 2015

BEKANNTMACHUNG.

DIE amtlichen Veröffentlichungen des Kaiserlich Deutschen Konsulats in Kanton wurden während des Jahres 1908 durch den statistischen Dienst und die "Hongkong Daily Press" erfolgen.

KAISERLICH DEUTSCHES KONSULAT.

Kanton, den 31. Dezember 1907. 2020

NOTICE.

MR. HANS TIEFFENBACHER is authorized to Sign our Firm in Hongkong by joint procuration in conjunction with MR. G. ENGEL.

WM. MEYERINK & CO. Hongkong, 24th December, 1907. 2011

WANTED.

SITUATION as General Office Assistant by Britisher (5). Over 15 years' experience. Knowledge of Shipping, Booking and Sales. Able to read and write Chinese. Speaks Amoy, Swatow, Shanghai, Canton, and Peking dialects. No objection to O.P.O.P.

Apply by letter to "Daily Press" Office, Hongkong, 5th December, 1907. 1983

THE CATHOLIC UNION.

ANNUAL CHRISTMAS ENTERTAINMENT

A Baroque in Two Acts, "LOVE IN LOTUS LAND."

Dates of Performances:

TO-MORROW (SATURDAY), 28th Dec. 9 P.M.

MONDAY, 30th " 9 P.M.

SATURDAY, 4th January 9 P.M.

MATINEE:

THURSDAY, 2nd January 5.30 P.M.

Plans of Seats now on View at above address.

Admission 5/-

For Children 50 cents at Matinees only

Hongkong, 24th December, 1907. 2018

NOTICE TO MARINERS.

CHINA SEA.

SHANGHAI DISTRICT.

AIDS TO NAVIGATION MARKING CONSERVANCY WORKS IN THE WHANGPU.

NOTICE IS HEREBY GIVEN that Masters of vessels navigating the WHANGPU should constantly make themselves acquainted with SHANGHAI HARBOR NOTIFICATIONS bearing on the progress of CONSERVANCY WORKS and the Aids to Navigation established in connection therewith, as the information necessary for safe navigation, is contained only in such Harbor Notifications.

W. FIELD TYLEE, Coast Inspector, Coast Inspector's Office, Shanghai, 19th December, 1907. 2016

SWATOW DRAWN WORK COMPANY. 33, Wellington Street.

MANUFACTURERS & WHOLESALE & RETAIL Dealers in all Sorts of DRAWN WORK, EMBROIDERY, BEST PEWTER WARE and CANTON GRASS CLOTH, &c.

Hongkong, 19th October 1907. 1685

JUST RECEIVED A FINE ASSORTMENT OF CHRISTMAS & NEW YEAR CARDS.

HALF MASKS, ART RELIEF NOVELTIES, MECHANICAL ANIMALS.

POSTCARD, BIRTHDAY and STAMP ALBUMS, POSTCARD PAINTING BOOKS.

USED POSTAGE STAMPS in Bags, Packets, Seals, &c., Suitable for Christmas Presents at prices to suit any buyer. Inspection solicited.

GRACA & CO., Hongkong Hotel Corridor. 1591

TO LET

A HOUSE in KNOTSFORD TERRACE KOWLOON.

Apply to—

THE HONGKONG LAND INVESTMENT AND AGENCY CO., LTD. Hongkong, 1st December 1907. 1982

TO LET.

"STILLINGFLET" Peak Road, SIX-ROOMED HOUSE with Fine View of Harbour.

"HARPERVILLE" Garden Road, SIX-ROOMED HOUSE fitted with Electric Light and full use of Tennis Court.

Apply to—

PERCY SMITH & SETH, Accountants & Auditors, &c., 5, Queen's Road Central, Hongkong, 28th November, 1907. 1839

TO LET.

NO. 5, MORRISON HILL.

One FOUR ROOMED HOUSE at Praya East, near East Point.

Apply to—

JARDINE, MATHESON & Co., Ltd. Hongkong, 21st October 1907. 1891

TO LET.

PER 1st January, One OFFICE ROOM on Second Floor, Prince's Buildings.

Apply to—

REUTER, BROECKELMANN & CO. Hongkong, 9th December, 1907. 1944

TO LET.

FIRST Class European Houses, Leohi Terrace and Humphreys Avenue, Kowloon.

Apply to—

HEWAN & CO., Care of China Merchants S. N. Co. Hongkong, 1st October, 1907. 1590

TO LET—FURNISHED.

A SIX ROOMED HOUSE at ELIOT CRESCENT, Robinson Road.

Apply to—

F. X. D'ALMEIDA & CASTRO, 33, Queen's Road Central, Hongkong, 3rd December, 1907. 1815

TO LET.

A SHOP AND DWELLING HOUSE, No. 73, Queen's Road Central.

Apply to—

Messrs. S. J. DAVID & Co., Prince's Buildings, Hongkong, 11th December, 1907. 1854

TO LET.

NO. 2, HOLLYWOOD ROAD.

Apply to—

ARRATON V. APCAR & Co., 45, Wyndham Street, Hongkong, 2nd March, 1907. 491

TO LET.

NO. 5, ORMSBY TERRACE, Kowloon Cheap Rental.

Apply to—

SPANISH PROCURATION, Hongkong, 18th October, 1907. 1677

TO LET.

OFFICES in ALEXANDRA BUILDINGS, Apply to—

SECRETARY, A. S. Watson & Co., Limited, Hongkong, 23rd April, 1907. 1300

TO LET.

10, QUEEN'S GARDENS. For one year from 1st April next.

Apply to—

A. W. BREWIN, Registrar General's Office, Hongkong, 14th December, 1907. 1924

TO LET.

OFFICES on Top Floor No. 2, Connaught Road, facing the Cricket Ground. "HATFIELD" Conduit Road. A HOUSE in CLIFTON GARDENS, Conduit Road.

OFFICES in YORK BUILDING, GODOWNS in PRAYA EAST, BLUE BUILDINGS and No. 109, Des Vaux Road next to the HONGKONG HOTEL.

FLATS in MORRISON TERRACE.

Apply to—

THE HONGKONG LAND INVESTMENT AND AGENCY CO., LTD. Hongkong, 1st December, 1907. 1792

TO LET

TO LET.

NO. 59, CAINE ROAD.

Nos. 27 and 31, SEYMOUR ROAD.

Apply to—

SAM WANG CO., LTD., 81, Queen's Road Central, Hongkong, 27th November, 1907. 1103

TO LET.

NO. 2, MACDONNELL ROAD.

Apply to—

COMPTON'S DEPARTMENT, Nippon Yusen Kaisha, Hongkong, 3rd June, 1905. 197

TO LET

IMMEDIATE POSSESSION.

GODOWNS Nos. 85, 86 and 101, Praya East.

Apply to—

CHATER & MODY, Victoria Buildings, Hongkong, 10th December, 1907. 1089

TO LET.

THE Top Floor of No. 2, Wyndham Street lately vacated by the Hotel Baltimore, suitable for a Club or Boarding House.

First Floor of No. 8, Queen's Road Central, comprising Six Large Rooms and Outhouses suitable for business Premises or Dwelling, now occupied by FRANK BORMANN & CO.

Apply to—

DAVID SASSOON & Co. Ltd. Hongkong, 3rd December, 1907. 1638

TO LET.

"LEWKNOR" No. 116, PRAY, Furnished, for 17 months from the end of April 1908.

Apply to—

M. W. SLADE, Prince's Buildings, Hongkong, 22nd November, 1907. 1859

TO LET.

THE WHOLE OF THE SECOND FLOOR of No. 34, Queen's Road Central, (opposite the General Post Office). The Rooms are light, spacious and well ventilated; 13 in number beside kitchen, pantry, bathroom, servants quarters etc. Very moderate rent. Immediate possession.

The above premises can also be rented separately as offices or for residential purposes.

Apply to—

YEE SANG FAT & CO., Same Address, Hongkong, 7th October, 1907. 1627

TO LET.

"GLENWOOD" CAINE ROAD, suitable for a Boarding house or Club. Containing 26 Rooms.

No. 2, COLLEGE GARDENS, contains 6 Rooms newly painted, repaired and colour-washed. Possession from 1st January, 1908.

OFFICES on the Third Floor of HOTEL MANSIONS, 3 ROOMS Corner over Messrs. KRAUSE & Co. Fine position. Cheap rental.

BEACONSFIELD ARCADE, Fine Offices and Dwelling Rooms.

No. 15, QUEEN'S ROAD CENTRAL, Top Floor, (over Calbrook Macgregor).

OFFICES in Queen's Road Central.

BELLIS TERRACE HOUSES, BONIN ROAD.

BISHOP'S LODGE SOUTH (PRAY) Partly furnished, Immediate Possession.

No. 1, MOUNTAIN VIEW (PRAY) Furnished. For 4 or 5 months from 1st December, 1907.

No. 1, ALBANY.

No. 6, DES VEAUX VILLAS (PRAY).

No. 2, BEACONSFIELD ARCADE.

No. 55, ELGIN STREET (Corner House)

No. 57, PRAYA GRANDE, Macao.

Apply to—

LINSTEAD & DAVID, 3rd Floor, Alexandra Buildings, Hongkong, 26th November, 1907. 1102

TO LET.

NO. 11, SEYMOUR ROAD.

Apply to—

THE COMPTON DEPT., JARDINE, MATHESON & Co., Ltd., Connaught Road Central, Hongkong, 12th December, 1907. 1962

TO LET.

NEW and COMMODIOUS SHOP in Des Vaux Road Central, moderate rental.

TO LET.

FLATS in Des Vaux Road Central.

No. 14, SALISBURY AVENUE, Kowloon.

No. 2, GRANVILLE AVENUE, Kowloon.

No. 3, EAST TERRACE, Kowloon.

Apply to—

HUMPHREYS ESTATE & FINANCE CO., LD. Hongkong, 27th November, 1907. 1155

TO LET.

NO. 38, CAINE ROAD.

Apply to—

LEIGH & ORANGE, 1, Des Vaux Road, Hongkong, 9th October, 1907. 94

TO LET.

"CROWN EST." Barker Road; Unfurnished or partly furnished.

Apply to—

C. L. GORHAM, 3, Peddar's Street, Hongkong, 3rd December, 1907. 1915

PRIVATE BOARD AND RESIDENCE

MRS. GILLANDERS

"CLAREMONT," 2 & 4, KENNEDY ROAD, Hongkong, 9th February, 1907. 1530

FOR SALE.

A FINE COPY OF CAMOENS' WORKS, in Portuguese. Four Volumes, Royal Octavo. Published in Lisbon, 1860-4, and bound in green leather. Splendid condition.

Apply to—

"CAMOENS," Care of "Daily Press" Office, Hongkong, 21st December, 1907. 2001

BANKS

THE BANK OF TAIWAN LIMITED (INCORPORATED BY SPECIAL IMPERIAL CHARTER)

CAPITAL SUBSCRIBED Yen 5,000,000

CAPITAL PAID UP 3,750,000

HEAD OFFICE: TAIPEH, FORMOSA.

BRANCHES AND AGENTS:

Amoy, Ningbo, Shanghai, Yokohama, Kobe, Nagasaki, Tientsin, Hankow, Peking, Canton, Hongkong, Swatow, Keelung, Oosaka, Yokohama.

HONGKONG OFFICE: 8, DES VEAUX ROAD.

Interest allowed on Current Accounts Deposits received on terms which may be on application.

D. TORDOW, Manager, Hongkong, 6th April, 1907. 1750

INTERNATIONAL BANKING CORPORATION.

Fiscal Agents of the United States in China, the Philippine Islands, and the Republic of Panama.

CAPITAL PAID UP Gold \$3,250,000, = about Max. \$5,900,000

RESERVE FUND Gold \$3,250,000, = about Max. \$5,900,000

BRANCHES: 60 Wall Street, New York.

LONDON OFFICE: Threadneedle House, E.C.

Branches and Agents all over the World

LONDON BANKERS: BANK OF ENGLAND, NATIONAL PROVINCIAL BANK OF ENGLAND, LIMITED, THE CAPITAL & COUNTING BANK, LIMITED.

BRANCHES and AGENTS all over the World

The Corporation transacts every description of Banking and Exchange business, receives money; Current Accounts at the Rate of 2% per annum on Daily balances and accepts Fixed Deposits at the following rates:—

For 12 months 4 1/2 per cent. per annum.

For 6 " 4 " " "

For 3 " 3 " " "

No. 9, Queen's Road, Central, Hongkong, W. M. ANDERSON, Manager, 1699

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL \$10,000,000

RESERVE FUNDS:—

STRENGTH \$10,000,000 at 2/ = \$10,000,000

SILVER 11,750,000

\$21,750,000

RESERVE LIABILITY OF PROPRIETORS 10,000,000

COURT OF DIRECTORS:

G. H. MADHURST, Esq., Chairman.

Hon. Mr. HENRY KESWICK, Esq., Deputy Chairman

A. Fuchs, Esq., E. Shellim, Esq., E. Goets, Esq., H. A. W. Shide, Esq., U. R. Lowman, Esq., H. E. Tomkins, Esq., A. J. Raymond, Esq.

CHIEF MANAGER: HONGKONG—J. E. M. SMITH

MANAGER: SHANGHAI—H. E. R. HUNTER

LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED.

On Current Account at the rate of Two per cent. per annum on the daily balance.

On FIXED DEPOSITS:

For 3 months, 2 1/2 per cent. per annum.

For 6 months, 3 1/2 per cent. per annum.

For 12 months, 4 per cent. per annum.

J. E. M. SMITH, Chief Manager, Hongkong, 17th August, 1907. 21

HONGKONG SAVINGS BANK.

The business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3 1/2 per cent. per annum.

Depositors may transfer at their option balances \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 1/2 per cent. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION, J. E. M. SMITH, Chief Manager, Hongkong, 13th January, 1907. 23

NEDELANDSCH-INDISCHE HANDELSBANK (NETHERLANDS INDIA COMMERCIAL BANK ESTABLISHED 1853.)

Authorized Capital Fl. 15,000,000 (\$1,250,000)

Subscribed Capital Fl. 10,000,000 (Paid up) Reserve Fund Fl. 2,112,570.36 (\$176,943)

HEAD OFFICE: AMSTERDAM.

SUB-OFFICE: THE HAGUE.

HEAD AGENT: BATAVIA.

BRANCHES at: Singapore, Sourabaya, Samarang, Indragajah, Bandong and Weltevreden.

CORRESPONDENTS at: Cheribon, Tegal, Pecalongan, Macassar, Pontianak, Padang, Medan, Penang, Klang, Calcutta, Bombay, Madras, Colombo, Karachi, Djeddah, Bangkok, Saigon, Shanghai.

BANKERS: THE WILLIAMS DRAGONS BANK, London; (SWISS BANK) PARIS; COMPAGNIE NATIONALE D'ESCOMPTE DE PARIS.

Berlin: DEUTSCHE BANK, Brussels: BANQUE DE PARIS ET DES PAYS BAS.

Vienne: UNION BANK, Rome: BANCA COMMERCIALE ITALIANA.

THE BANK buys and sells and receives for collection Bills of Exchange, issues Letters of Credit payable in all important places of the World and transacts every description of Banking and Exchange business.

INTEREST ALLOWED.

On Current Account at the Rate of 2% per annum on the Daily Balance.

On Fixed Deposit: 12 months 4 1/2 per annum.

do. 6 do. 3 1/2 do.

do. 3 do. 3 do.

J. BOEIJE Manager, No. 15, Des Vaux Road Central

BANKS

THE MERCANTILE BANK OF INDIA, LIMITED.

AUTHORIZED CAPITAL £1,500,000

SUBSCRIBED 1,125,000

PAID-UP 882,000

RESERVE FUND 170,000

BANKERS: LONDON JOINT STOCK BANK, LIMITED.

INTEREST allowed on Current Accounts at the rate of 2 per cent. per annum on the Daily balance.

On FIXED DEPOSITS:

For 12 months 4 1/2 per cent.

For 6 " 3 1/2 per cent.

For 3 " 3 per cent.

EVAN ORMISTON, Manager, Hongkong, 30th April, 1907. 24

THE

YOKOHAMA SPECIE BANK LIMITED.

CAPITAL PAID-UP Yen 24,000,000

RESERVE FUNDS 15,500,000

BRANCHES AND AGENTS:

Tokyo, Kobe, Osaka, Lyons, Nagasaki, London, San Francisco, Honolulu, New York, Sasebo, Hankow, Bombay, Shanghai, Hankow, Chioo, Tientsin, Peking, Port Arthur, Newchwang, Dairen, Lianyung, Mukden, Tieling, Chang Chun.

HEAD OFFICE—YOKOHAMA.

HONGKONG—INTEREST ALLOWED.

On Current Account at the rate of 2 per cent. per annum on the daily balance.

On fixed deposits for 12 months 5 1/2 per annum.

" " " 6 " " 4 1/2 " "

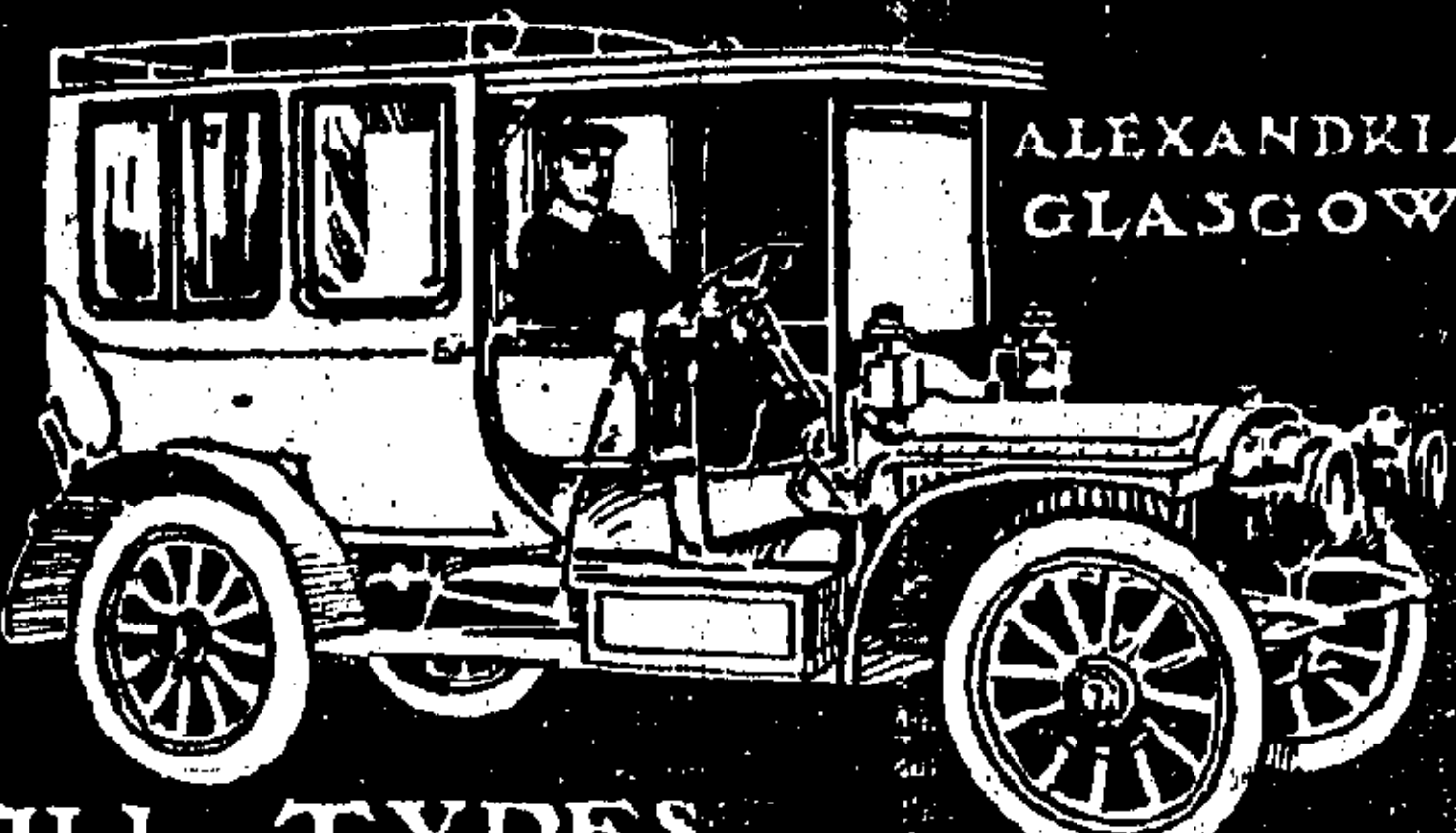
" " " 3 " " 3 1/2 " "

TAKETO TARAMICHI, Manager, Hongkong, 25th September, 1907. 560

NEDELANDSCHE HANDELS-MAATSCHAPPIJ. (NETHERLANDS TRADING SOCIETY) ESTABLISHED 1824.

PAID UP CAPITAL FL. 45,000,000 (£3,750,000)

ARGYLL MOTORS, LTD.



ALL TYPES OF COVERED CARS FOR COLONIAL WORK

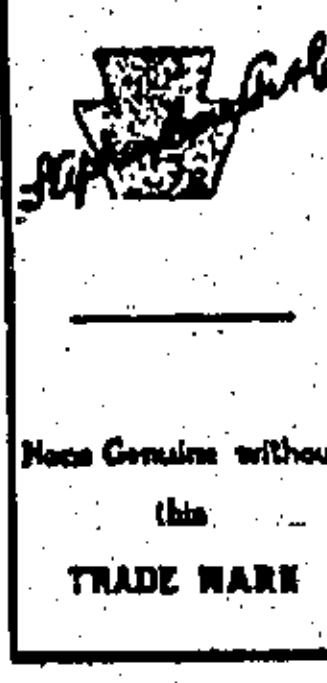
LONDON DEPOT: ARGYLLS, LONDON, LTD.

AGENTS FOR THE FAR EAST

BOMBAY MOTOR CAR CO., Bombay; BROWN & DAVIDSON, Talavaketta, Ceylon; G. HENDERSON & CO., Calcutta; SYME & CO., Singapore; ROWE & CO., Rangoon; LOUIS T. LEONOWENS LTD., Bangkok.

1531

Hall's
Coca
Wine.



TRADE MARK

Do it Now

Don't wait until to-morrow to get a remedy for your weakened system, or a protection against the dangers of the climate. DO IT NOW. Get

Hall's Coca Wine

at once, for to-morrow may be too late. Before to-morrow your disease may have got beyond control; your weakened system may have reached its limit of endurance and collapsed; your boasted safety may have failed you and some tropical disease have laid you low. BE SAFE. Chemists and stores sell Hall's Coca Wine—the marvellous English restorative—in large and small bottles. Look for the red Keystone trade-mark.

Hall's Coca Wine is the most marvellous restorative known to medical science—pure, potent, palatable.

MOTOR NOTES FROM HOME.

[Written for the Hongkong Daily Press.]

London, November 15th.

The press-view of the Olympia Show on Saturday afternoon was not very satisfactory. Everything was, naturally, in a state of "about to be" without actually being. Moreover, we kept continually getting in the way of the busy dozens of men engaged in the arrangement of the stands, to our discomfort and their annoyance. So those of us who were fortunate enough in not having to write about what had not yet happened, adjourned to an adjacent hotel. On Monday, however, there was a transformation; and where had been scaffolding, wrapping paper, a mass of rusty ropes, wires and odds and ends, was a motor-paradise. Illuminations, decorations, the arrangement of the stands, everything in a scale of magnificence unequalled by previous exhibitions of the kind—as we were promised it should be. The Show was opened by His Royal Highness the Duke of Connaught, on Monday morning, and was available to the public at noon.

On entering, one is embarrassed by the multiplicity of the exhibits, and realises, perhaps for the first time fully, the extent and importance of the automobile industry. The next impression conveys the comforting reflection that British-made motor vehicles equal, if they do not surpass, their foreign rivals, both as regards design, efficiency and price—that England can hold her own, and more than her own in this department; despite the fact that we were a little late in following the lead set by European countries, notably by France. It would be impossible in the short space allotted to these notes to attempt to deal adequately with all that there is on view. The car is, of course, the main object of interest, and the one thing that must impress itself upon all close observers is the general uniformity prevailing in the matter of construction. This indicates what I have before referred to—the high perfection to which the modern automobile has been brought, with an inevitable tendency to standardising. This should gladden the heart of the Eastern would-be motorist who fears to risk purchasing a car which two or three years may render obsolete. Further, it opens present possibilities of cheapness such as were not dreamed of a few years ago, though not to the extent which some writers have thought fit to prophesy. It is, however, true that firms which have given a good deal of attention to higher-priced cars, are now turning to types more likely to attract the smaller purchaser. That there has been an overproduction during the past year there can be no doubt, but it will not be the best-reputed firms who will lower their prices below cost in order to get rid of surplus stocks. It will be the weaker firms that will go to the wall, if the crisis, which some say is now upon us, comes to a head; but cars bought cheaply under these circumstances cannot be expected to be turned out, especially for export, with that attention to detail and careful adjustment necessary to ensure a full satisfaction to the purchaser. Hence buyers can have little to gain by waiting in the hope that they may get really good cars for next to nothing after a few months or even during the next twelve months. Thus, when I speak of "possibilities of cheapness," I do not wish to arouse vain hopes of, say, £1,000 and £1,200 cars to be had for anything from £250 to £300, as some imaginative people are saying will be the case after the Show is over, if the demand does not respond to its stimulus.

In the matter of standardising, though there are numerous mechanical developments, it is safe to state that the average car only embodies one or two variations on the generally accepted principles. Taking any car, of any make, now on view and comparing it with the previous season's model, it appears that new departures are fewer, that very little new has been added. Minor details, such as ignition, water circulation for cooling, and the like, have undergone very slight modifications and these only in the direction of simplification. Lubrication, however, has been greatly improved in many ways. The Humber system, in particular, typifies the general advance towards what is called the "positive"; the oil is taken up through a filter, and forced by a pump through a series of ducts to each and every part, so that all working parts are regularly and automatically bathed in oil. The principle is not new in itself, of course, but the methods of its application are simplified and made more perfect. Crankshafts are being made hollow, and the six-cylinder proposition is being more generally adopted. Daimler, however, adheres still to the four cylinders, as do also a few firms of lesser note. The live-axle drive also is superseding the chain which always had the disadvantage of being noisy. Gears have been improved in various ways, notably by the Daimler Company which introduces a worm-drive or spiral gear-box which constitutes a great advance in the minimising of friction. There are numerous other variations of a more or less technical character which all go to show the tendency towards an ultimate uniformity in general mechanical principles. It would be obviously impossible, within the remaining limits of this letter, or even the whole of the next, to deal fully with each of all the great variety of the exhibits. But I will endeavour to pick out here and there features likely to be of interest to readers in the East. To begin with, here is the Talbot stand, No. 49, which has a 50-60 h.p. car, built especially for Mr. Bu Tong Seng, who is stated to be the first (P) motorist in the Malay Peninsula. However this may be, it is certain that this is not the first car for Malaya. Talbot cars are, in general, live axle driven, but this one for Mr. Bu Tong Seng is chain driven; a not altogether wise selection for the tropics. The vehicle, however, is well worth inspection. Constructed to carry seven persons, it has an extra mechanic's seat on the near side running board, which is made to fold up when not in use. A dynamo is fitted, driven off the counter-shaft, to provide the electric current for lighting the head light, side and tail lamps, as well as an inside reading lamp, electric cigar lighter, etc. Shrewsbury and Challenger detachable rims are fitted to the road wheels, and besides a folding

luggage carrier at the back, a drawer inside the boot is fitted to stow spare tyres, tubes, etc. In place of the usual folding front glass screen, a drop curtain is attached to the front of the hood with large celluloid panels with side curtains to button all round the car, completely enclosing it. Luxury and comfort in the upholstery, with brass fittings wherever possible give the car a very handsome appearance.

TURMOIL IN PORTUGAL.

DICTATORSHIP LEADS TO A NATIONAL CRISIS.

The movement against absolutism in Portugal has assumed such dimensions that the country, according to Madrid telegrams, is on the brink of revolution. The Portuguese authorities are rigorously censoring all telegrams, but news has reached Madrid that many monarchists have deserted King Charles, and that the army resisters have been mobilised, in anticipation of a conflict with the revolutionaries. It is even declared that the Lisbon garrison and the crews of the warships in the harbour have mutinied. The prisons are filled with political suspects, and the Government is utilising two transports in the harbour and a cruiser as prison ships. Meanwhile, the King remains in his palace, guarded by loyal troops, the Crown Prince is exiled at Villa Vicosa because he suggested that his father should either abolish the dictatorship or abdicate, and Prince Miguel of Braganza, the Portuguese Exile who is in Austria, is closely following the situation, hoping that the overthrow of the present Government may bring him to the throne.

Madrid, Nov. 22. The Crown Prince Louis Philippe of Portugal has been banished by the King to the royal residence at Villa Vicosa, a hundred miles from the capital, occupying an isolated position. Strict censorship makes impossible to obtain news regarding the situation in Portugal direct, but the above statements obtained from a well-informed Portuguese source. The King has taken this extreme measure in consequence of a remonstrance made by the Crown Prince to his father against the régime now obtaining in Portugal. Prince Louis Philippe, whose antagonism to the dictatorship is well known, represented to his father the inadvisability of continuing the present mode of government, which, he said, was turning Portugal into a "hotbed of Republicanism and Anarchism," and which might in the end result in the overthrow of the monarchy.

King Charles was so incensed at these strong representations that he immediately ordered his son's banishment which has caused great excitement in Portugal.

The Crown Prince is said to be under the influence of the Conservatives, who, led by Senhor Vilhena, desire the abdication of King Charles in favour of his son.

The "Liberal" insists that the Crown Prince was banished from Lisbon to Villa Vicosa because the Prince urged his father either to abolish the dictatorship or to abdicate in his favour. The Prince is said to have the support of a number of revolutionary leaders as well as the Conservatives.

According to an uncorroborated letter just received via Badoja, many monarchists who have hitherto upheld King Charles' policy are now deserting him and joining the Conservatives, who demand the abolition of the dictatorship.

The Conservatives are thus increasing rapidly in power, and a decisive move is imminent. The palace at Lisbon is surrounded by loyal troops. The King Charles is practically a prisoner, having been advised not to go into the city during the present unrest.

Business in the capital is at a standstill. Hundreds of arrests have been made by the authorities. The civil and military prisons are full, and it is rumoured that political suspects are now being quartered on two old transports in the Tagus.

A number of wealthy business men are sending their families to Madrid, in anticipation of rioting, and refugees are crowding the frontier daily.

Ten daily newspapers have been suppressed in Lisbon and Oporto for attempting to publish accounts of the unrest and the progress of the Republican movement. Six of these journals are Monarchist and the other four Republican.

The "Official Gazette" contains two important decrees dealing with the unrest. The first has prolonged the restrictive measure against the Press, which became operative last June. The second creates an extraordinary tribunal for dealing summarily with revolutionaries.

This tribunal is composed of a judge of the Lisbon Criminal Court and two associates, and is authorised to try, without a jury, any persons accused of plots against the Government.

Every foreign telegram leaving Portugal is carefully examined, and those dealing with political events unfavourable to the Government are suppressed. Many ordinary commercial messages, not in English, have been held up as well, thus causing serious inconvenience.

A Madrid telegram to the "Echo de Paris" states that three hundred arrests have been made at Lisbon in consequence of the discovery of bombs, and the prisoners placed on board a cruiser, which has left the port.

The "Gil Blas" publishes an interview with a Portuguese ex-Minister who arrived in Paris from Lisbon last night. He declared that a civil war was impending.

Vienna, November 24.

The supporters of Prince Miguel of Braganza, the Portuguese pretender, are much encouraged by the reports of the dynastic crisis in Portugal. They consider that the establishment of a republic would ultimately result in Prince Miguel being summoned to the throne. However, the strong position taken by the Crown Prince excites the fear that the latter may bring about his father's deposition and his own elevation to the throne.

Prince Miguel is now at Bad Kreuth, Bavaria, where he has been invited by his sister, the Duchess Karl Theodore, to meet the German Crown Prince at a shooting party.

Great efforts have been made by Prince Miguel's party during the past month, to raise funds for their propaganda, but without much success.

Prince Miguel of Braganza is the eldest son of the late Dom Miguel, who usurped the throne of Portugal in 1832, but was defeated and forced to abdicate in 1834. The Prince resides in Vienna with his wife a Princess of Löwenstein.

Madrid, Nov. 25. The uncorroborated messages from Portugal regarding the political crisis have been followed by this small flood of official denials.

A strong effort is being made by the Portuguese Government to counteract the effect of the reports published abroad during the past few days. These denials, however, must be accepted with reserve, for the continued rigid censorship is in itself proof that the political troubles are acute.

While asserting that Lisbon is quiet, and the Republicans pacified, the Portuguese Government nevertheless refuses to permit the foreign correspondents at the capital to send messages reflecting in the slightest manner on Senhor Franco's administration.

The Madrid newspapers have telegraphed repeatedly to their Lisbon correspondents without receiving any response, and while certain Press messages are coming through, they deal only with non-political matters and statements favourable to Senhor Franco.

The Portuguese Government has even refused to permit certain Monarchist and Republican leaders to telegraph their views of the situation to Madrid.

It is evident, therefore, that Senhor Franco is confronted with an exceedingly grave problem, and one requiring immediate solution.

While the Republicans and their supporters may not be prepared to drive King Charles from his throne immediately, they are obviously determined to abolish the dictatorship at all hazards.

According to a letter received to day, via Badoja, from a reliable correspondent at Lisbon, the preparations for a display of armed force are wholly on the side of the Government. The Opposition have not made the slightest effort to rally the disaffected troops although several leaders, holding extreme views, favour such a measure.

Some divergence of opinion apparently exists among the Republicans, and a secret conference is to be held at Lisbon to-morrow, at which a definite plan of action will be arranged.

The only Lisbon newspapers received in Madrid to day were those smuggled across the frontier. None of them contained references to the unrest, save that made in a speech made by the Premier to a delegation which he received on Saturday.

A number of additional arrests were made in Lisbon yesterday, including two prominent Republican leaders.

A Reuters Lisbon telegram, which has been sanctioned by the Portuguese Government, states that the reports published abroad, and especially in Spain, have found their way back to Portugal, "where they have been received with general surprise."

The examining magistrate who was appointed chief of the special court authorised to deal summarily with political offenders has resigned.

The Marquis de Soveral, the Portuguese Minister, stated last night that he had it on the highest authority that the statements made by the Madrid "Liberal" concerning the exile of the Crown Prince of Portugal are entirely devoid of foundation. He added: "Everybody in Lisbon can testify that his Royal Highness is not leaving the capital."

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—On the 26th at 12.05 a.m.—The barometer has risen over N.E. Japan, and fallen in W. Japan.

The shallow depression appears to be situated over Korea and the W. part of the Sea of Japan and to be moving Eastwards. Pressure is highest over the Upper Yangtze. Moderate to fresh monsoon may be expected in the Formosa Channel and the China Sea. Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.08 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

Hongkong & Neighbourhood	N.E. winds, mod'to fresh; cloudy, some rain.
Formosa Channel	Same as No. 1.
South coast of China between Hongkong and Lamook.	Same as No. 1.
South coast of China between Hongkong and Hainan.	Same as No. 1.

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Hongkong, 13th November, 1907. 38-1

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NEXT MONDAY, TUESDAY & WEDNESDAY, DEC. 30th, & 31st, and JAN. 1st.

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E. A. HEWETT,
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Hongkong, 23rd December, 1907.

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SHANGHAI	"TEAN"	On 31st Dec., 4 P.M.
SHANGHAI	"KIUKIANG"	On 31st Dec., 4 P.M.
MANILA ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOK TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY, HOBART, LAUNCESTON, NEW ZEALAND, MELBOURNE, ADELAIDE, and PERTH	"TAIYUAN"	On 31st Dec., 4 P.M.
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SHANGHAI, NAGASAKI, KOBE, and YOKOHAMA	"ZIETEN"	About Wedday, 1st January.
MANILA, NEWGUINEA, BRISBANE, SYDNEY & MELBOURNE	"MANILA"	Thursday, 2nd Jan., at 5 P.M.
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SHANGHAI	"MAUSANG"	Sunday, 29th Dec., 11 P.M.
SHANGHAI	"HANGSANG"	Monday, 30th Dec., 4 P.M.
SINGAPORE, PENANG & CALCUTTA	"LOONGSANG"	Friday, 3rd Jan., 4 P.M.
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TJIKINI...	JAPAN	First half of Jan.	JAVA PORTS	Second half of Jan.
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Hongkong, 27th December, 1907.

ON SALE.

THE FIFTY YEARS ANGLO-CHINESE CALENDAR.

日曆英甲年十五

FROM 1ST JANUARY, 1864 TO 31ST DECEMBER

1913, BEING FROM THE 1ST YEAR OF THE

76TH CYCLE TO THE 50TH YEAR OF THE

76TH CYCLE, THAT IS THE 3RD YEAR OF

TUNG CHI TO THE 39TH YEAR OF

KWONG SUI.

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Hongkong, 2nd October, 1906.

1841

SHIPPING IN PORT.

STEAMERS.

ALBERGA, German str., 2,769, H. Petersen, 20th
December—Amoy 18th Dec., General—
Carlowitz & Co.
ALDENHAM, British str., 4,000, S. J. George,
24th December—Kobe 19th Dec., General—
Gibb Livingstone & Co.
ALBION, German str., 2,450, Ernest, 23rd Dec.—
Portland Or., and Moji 18th Dec., Flour—
Portland & Asiatic Steamship Co.
CHONGSHING, British str., 1,256, F. Wheeler,
20th December—Tientsin, Chefoo, Wei-
hai-wei and Shanghai 17th December,
General—Jardine, Matheson & Co.
CHILBAR, Norwegian str., 1,102, A. Augensen,
22nd Dec.—Bangkok Dec. 11th, via Swatow
21st, General—Nippon Yusen Kaisha.
CHUNSHAN, British str., 1,417, Mayrick, 20th
December—Kanton 14th December, Coal
Jardine, Matheson & Co.
DAGNY, Norwegian str., 883, O. Abrahamson,
22nd Dec.—Haiphong 18th Dec., Rice
Aagaard, Thoresen & Co.
DEWENT, British str., 1,602, J. Jenkins, 20th
December—Saigon 15th Dec., General—
Chinese.
DEVAKONOSSE, German str., 998, T. V. Bruhn,
24th December—Bangkok Dec. 12th, via
Swatow 23rd, Rice, Salt and Wood—
Butterfield & Swire.
EMPRESS OF INDIA, British str., 3,032, E.
Mestham, 18th Dec.—Vancouver 26th Nov.
and Shanghai 13th Dec., Mails & General—
C. P. R. Co.
FAUSANG, British str., 1,410, H. S. Mulkin,
13th Dec.—Shanghai Dec. 8th, via Swatow
12th, General—Jardine, Matheson & Co.
FOOSHING, British str., 1,423, Arthur, 21st
December—Wuhu & Chinkiang 17th Dec.,
General—Jardine, Matheson & Co.
FRITHJOF, Norwegian str., 881, O. Andersen,
14th December—Haiphong 12th Dec., Rice
Aagaard, Thoresen & Co.
GANGES, British str., 2,721, S. A. Page, 22nd
December—Barry Dock 31st Oct., Coal—
Admiralty.
GLENBEE, British str., 2,274, Rafferty, 30th
Nov.—Salina Cruz 18th Sept. General—
China Commercial Co.
HINSANG, British str., 1,536, A. G. Smith, 7th
December—Chefoo 1st December, General—
Jardine, Matheson & Co.
HOLSTEIN, German str., 985, Niejahr, 11th
December—Swatow 10th Dec., General—
Jensen & Co.
HONGKONG, French str., 742, A. Corneliussen,
23rd December—Haiphong Dec. 19th, via
Hollow 22nd, Rice & Figs—A. H. Marty.
HUPIN, British str., 1,304, Spink, 24th Dec.—
Haiphong and Hoihow 22nd Dec., General—
Butterfield & Swire.
JACOB DIERICKSEN, German str., 623,
Hansen, 22nd Dec.—Pakhoi D. 7th, and
Hoihow 20th, General—Jensen & Co.
KATHERINE PARK, British str., 4,000, W. H.
Copp, 24th Dec.—Callao via Yokohama and
Kobe 18th Dec.—Toyo Kisen Kaisha.
KONIGCHANG, German str., 1,292, C. Rosiesky,
12th December—Bangkok and Tourane
7th Dec., Rice—Butterfield & Swire.
KORICOW, British str., 1,215, Hooker, 22nd
December—Wuhu & Chinkiang 18th Dec.,
Rice—Butterfield & Swire.
LAUNOW, British str., 2,466, A. L. Paterson,
4th Dec.—Moji 26th November, Ballast—
Dodwell & Co.
LIGHTNING, British str., 2,122, E. Fey, 21st
December—Calcutta and Singapore 14th
General—David Sassoon & Co.
MANILA, German str., 1,181, J. Minssen, 14th
December—Sydney 14th Nov., and Manila
11th Dec., General—Matheson & Co.
MARIN, German str., 1,163, P. E. Christensen,
24th Dec.—Salina Cruz and Mexico 16th
Nov., Ballast—China Commercial S. S. Co.
MAUSANG, British str., 1,614, R. Houghton,
12th Dec.—Sandakan 6th Dec., Timber
and General—Jardine, Matheson & Co.
MEERPOO, Chinese str., 1,339, John McArthur,
20th Dec.—Shanghai 18th December,
General—Chinese.
NICOMEDIA, German str., 4,364, P. Wagemann,
24th December—Portland Or., 9th Nov.,
and Moji 19th Dec., General—Portland &
Asiatic Steamship Co.
PERANANG, German str., 1,621, Fr. Bücking,
19th Dec.—Bangkok 5th Dec., Rice
Butterfield & Swire.
PRINCE, Norwegian str., 838, Th. Seeberg,
14th December—Haiphong 11th Dec., Rice
Wallen & Co.
PROTEUS, Norw. str., 1,025, F. C. Kolderup,
20th December—Bangkok via Swatow 18th
Dec., General—Nippon Yusen Kaisha.
RAGNAR, Norwegian str., 1,230, H. G. Nielsen,
19th Dec.—Wakamatsu and Japan
13th Dec., Coal—Wallen & Co.
SHAOSHING, British str., 1,307, McIntosh, 21st
December—Shanghai 18th Dec., General—
Butterfield & Swire.
SIGNAL, German str., 907, Schlatkier, 23rd Dec.—
Hoihow 22nd Dec., General—Jensen & Co.
STETTIN, British str., 1,398, J. F. Farrell, 20th
December—Singapore 11th Dec., Kerosene
Oil—McGill & Co.
SUNGUANG, British str., 987, G. H. Penna-
father, 24th December—Cebu and Amoy
22nd Dec., Hemp—Butterfield & Swire.
TAISHAN, British str., 1,241, J. S. Laing, 17th
Dec.—Saigon 9th Dec., Meal—
Bradley & Co.
TATSU MARU, Jap. str., 1,952, U. Kaneyasu,
21st December—Takau and Formosa 19th
December—Chinese.
TIENTAI, German str., 1,002, Koch, 23rd Dec.—
Bangkok via Hoihow 22nd Dec., General—
Butterfield & Swire.
ULV, Norwegian str., 835, J. Pedersen, 17th
December—Haiphong 14th Dec., Rice—
Aagaard, Thoresen & Co.

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